MEMORAHEMM FOR: 'Chief,

SUBJECT:

Observation of Flying Object leading

-9#1cc

During trip inside the trees a member of the property, I was one of four versors who observed on unusual flying object in the trees. Following are the details of my own observation of this object, to the best of my recollection:

2. Our trip from the had we very priginally scheduled to leave an during sometimes in the had we very priginally scheduled to leave an during sometimes. Apparently the constitution responsible in the train unbedules, and have about cortain changes thick had been made in the train unbedules, and our schedule was altered in the left and the bout 1800 hours on Tuescay, the content of the international type, somewhating of six two-person compartments. The car was occupied as follows:

Comporteest 1. - Porter

2. - Brownly capty

4:- Typeli and a Minima an American civilian who traveling on private business.

5. A segretar who were a hat with a state

6.- A voice civilian, about 25 years old, propably

Read to Light

The cer was erranged with commutants all on one side, the left side as one faced forward, with an aicle on the right side. There were wirdows in the compartments and on the outside of the aisle, but not in the aisle wall of the compartments. However, during the time of the observation, the form to my compartment was open, so that novement of persons in the aigle would have been observable. My resollection is that the window of any compartment may into been open a little way from the top. Prior to the time of observation, the compartment has been open a little way from the top. Prior to the time of observation, the compartment has a little way from the top.

2. Proceeds the train traveled slowly along the control in a generally southerly direction. Before the train turned at the control want to his own concertness to rect and burned.

MEMORAHUM FOR: 'Chief,

SUBJECT:

Fron

Observation of Flying Object Bear

-9# /cc

During trip inside the constant of manufactured in the constant of the constan

2. Our trip fraction and we vere originally scheduled to leave to tratablea available inferently the conficiels responsible in the solid not final about certain changes thick had been underly the train schedules, and our schedule was altered in the left to the about 1800 hours on functions vere in a "soft" sleeping car of the international type, consisting of six two-person compartments. The car was occupied as follows:

Compartment 1 .- Forter

2. - From the capty

4. Typels and a design an Aperican civilian who was an additional and a design and

traveling on private business.

6.- A voing givilian, about 25 years old, troubly

River to Copy

The car was arranged with compartments all on one side, the left side are one faced forward, with an aisle on the right side. There were windows in the compartments and on the outside of the aisle, but not in the aisle wall of the compartments. However, during the time of the observation, the form to my compartment was open, so that movement of persons in the aisle would have been observable. My resollection in that the window of my compartment may into been open a little way from the too. Prior to the time of observation, the compartment to the compartment

- 2. From the train traveled slowly along the real turned at the fenerally southerly direction. Entere the train turned at the second went to his own compartment to rect and burned off the light in Compartment 3. At the train turned westward.
- 3. About ten minutes after we had respect to the state of returned to Compartment 4, and, with great excitation, said, "I just saw a flying sameer!" The time was then about 1/10 hours. When asked where he had



"Turn cir the lights." Shoulders the window of the compartment, saying, and I looked over their shoulders the through the vindow, to the could up." When the lights very orr, I say through the vindow, to the south of the train, an object rescabling a searchlight at the end of the horizon, perhaps a little above the horizon. It did not throw a bean but instead gloved with a reciaish light, scrething like the glowing of an electric hat plate. It looked like a circular light steading on edge, facing the train, and perhaps tilted slightly downward. I had the impression that the searchlight was at a distance of perhaps four to six niles. The land was rist and without buildings, installations, or special vegetation. At the time of observation, twilight had fallen and the first few sters were cut but it was still light enough to see for some distance. The sky was ofcar with no clowes.

- At this point I said, "I don't see it." [ Free still said, "Here, it's coning again"; and the others said, "Yes, it's coning up. It's whirling." I then noticed an object slightly to the right of the searchlight. It had two shining eyes and seemed to be rising vertically. It then seemed to charge course and to <u>approach the train on n</u>ore of a horizontal course but still ascending slightly (traveling northward). I an not certain whether the body of the object charged position, but the eyes, which seemed to be fixed on the side of the object facing the train during the ascent. continued to face toward ==. The eye on the left was brighter than the other but both gave a white light, gloving like a firefly rather than casting a bear. On the horizontal course, the object gave the impression of gliding. No noise was heard and no exhaust glow or thail was seen by ns. When the object appeared to be about to pass over the train, I ran to the other side of the train in order to look out the vindou on the gisle side, but I say estaing. The observation lasted about six or seven seconds, traybo less. The porter was standing in the corner of the aisle, forward, mear Conjustment 6, but did not seen to be looking out the window
- 5. After the object had passed, we turned on the lights in the congentment, and the congentment, "We say a flying scueer."

  I vanted you boys to see it so that I would have vitaesses."

  Diervone in the compartment was convinced that we led seem something real and unusual. I asked if it could have been some kind of sirelane and the others replied, "No, there was no resomblemes."
- 6. A few mightes later, the first returned to his concentrant.

  The last station which we radjussed. I was reluctant to do so for fear of arcesing the porter's suspicion. However, the last station which we radjussed. I was reluctant to do so for fear of arcesing the porter's suspicion. However, the last station of the porter in the cisle and in a remission way approached the question of the ranco of the last and next stations, whether they were large, and how long we

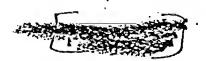


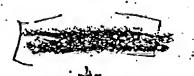


would stop at the next station, comenting that we should like to obtain bone vater or tea. The porter ensuered in only general terms, not nating the stations, but saying, "The next station will be a longer stop and you vill be able to get off to buy something." I returned to the compertment and told the parter seemed a little reluctant to give eny details. A few nimites later the porter case into Compartment 4 and pulled from the window stade, saying (It's better this way). He class relied the shales on the ciste vincous, but I do not recell his entering the second contract to pull the abuses. After the stop at the mert station, he cave no the name of the station: some slight excitement when he fulled the shades, but I do not believe that his excitement was connected with our observation. I believe that the cause my have been his failure to follow the standard rule on trains to pull the shades as soon as it become dorks. He was late in doing this, and no doubt we were cassing through some restricted area where suchinstructions must be observed strictly. I do not believe that cither of the other two resengers in the car tipped orr the porter that somewhire important had happened. Zefore dark, the and in Compartment 5 had asked the porter to prepare his bed because he had to get up at 0200 hours to get off the train. As far as I know, he went to bed quite some time before the occurrence. The civilian from Compartment 6 was seen in the cicle scretime after the occurrence but not at the time of the occurrence

I cannot describe the simpe of the object which we observed, imagrach an I observed no silkoustre. I had the ingression of a short object, probably shorter than en airplore, but in no vay did I obtain un impression of the silboustte of an airplace. Purhaus the object could have had short wings. I are not certain whether it was or was not discussioned or circular. It appeared to us that the object at first was farther from the train than the searchlight. -At all times, the searchlight appeared to be larger than the object and stationary. I cannot estimate the altitude reached by the object, but it was very high. I cannot estimate the speed of which the object traveled. It did not seem to be traveling very first. On its borizontal course, it seemed to be gliding smoothly, and it seemed to be noving were slowly as it approached the train than when first observed. It desirately did not which by at an unusual speed. I did not bear any noise which might here been associated with the object, and I believe that the some of an airplane engine sould have been beard over the train noises, I best chearyed the eyes of the object when the object approached the train. They were distinctly two in number, set apart at a fixed dictance, but I count estimate however epart they were. I observed no other, small lights on the object. I do not recall seeing any military traffic or installations of significance within half an hour on either side of the point of observati

8. Only and I were debriefed in and at that debriefing





details. It is not debriefed on the subject. Except for the cebriefing in the party since the occurrence.





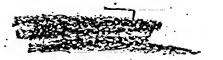


## Interrogation of

- 1. The train was about one hour and ten minutes out of The train had traveled for about 10 minutes after it turned east away from the The time was about 7:10 PM.
- 2. The object was signted out the left side of the train. The landscape was a bare plain to the horizon.
  - 3. The train was morting at about 30 mph.
- h. The lights had been turned on in the train but it was not yet completely dark outside.
  - 5. The sky was clear.
  - 6. Carrier resting it one compartment which was dark,
- nent with Tights on.
- 8. seen a flying saucer.
  - 9. The lights were extinguished and all looked out the window.
- 10. saw a search light which was described as a glow. There was no beam.
- . 11. When the object was pointed out to him he saw two white lights, like eyes, rise vertically and then move rapidly over the train. He looked cut the opposite side of the train but could see nothing.
- 12. The body of the object appeared only as a darkened object against the sky. It may have been equare or round, he was not sure.
- 13. The lights were not quite equally spaced on the span of the object, being somewhat closer together than the distance to the tips.
  - Ill. There appeared to be atub wings on the object.
  - 15. The object appeared to be about 1/3 the size of the searchlight.
  - 16. It was not possible to estimate the distance to the object.
  - 17. The total time of sighting was estimated to be about 5 seconds.
  - 18. About 10 minutes after the sighting, the steward care in the

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- 7. Frere-in second compartment with Hights on.
- 8. Page into compartment and announced that he had seen a flying saucer.
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- 18. About 10 minutes after the sighting, the steward care in the compartment and pulled the shede down. When they protested he said it





was better this way. Source got the impression that they were passing a restricted area, however, he stated that it was customary to lower the shades when the lights were on.

19. Source went to see if he could learn the name of the station they had passed about 10 minutes before, but had no success.

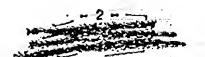
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1. The train left Mont-6:00. It was still light, 2. abot an how y/o mutes late ten menutes out 7 the station of ter the train had turned away from the Searthe sight, school.

3. The sure of mass are Copartine
alone, the Col, miles of miles were in the adjacent Compartin with the lights on. It was gett darke but the horizon was lin a The subidents their Consultant & amount that he hold seen at flying sairing The light were oftentquished an all Whed out the woldow. For a moment they saw nother suil "the object against the shy slightly the Lovin morine, upwar The object appeared to trotate lighted or jets visible on the

light on top of the object. The object was a Offat Circula ashare with a bulge upwar desinked assimilaritas partially in plated baloon. The object mored upword what youly, it stopped rotally a bl-moved rapid over the trains It did not appear & mirease in so. is it moved over the train There were no wigs on the object tet was said not to · le a conventional aixelai no estimate galistance Confe be made Its size was this to be about as large as as full There were tho searly with to the left awith the bean In ratal. The lights organied to Le deffused. Me lights were

The object was a Glat Circula ashlyse with a bulger upwar desirbed assimiliantai - particly in plated baloon. The object moved upward statey Honly, it stopped rotally a bl-moved rapidly over the training It did not appear & misease in sight and over the train abjust tat was said not to le a conventional aixplane no estimate polistance conly to be about as large assached : There were tho searly lights to the left owith the bean In tal. The light or peared to be defined. Me lights were not thought & be bessocialif with the object. The object appeared to be about 38° ahlad I the Nowe I orossed the train at about 90°. The train mass movere L. COH.

Jant. Rese short are Received alt I trok M Show revolved dark object flame revolued aftergland Internals, timel vely slow.

Time Time mo search light on 11 to are notin sum rup. Faster Than 18 Johns Di wikete · Personal styred & styronor . regerally forward. .. Tookel like deflated for Several, its brond sin white light on top: = = U. Realit who to

Jant, Jant, Rose short are Reached alt 9 took no. - Show revolved dank object blane revolved afterglow Taltonico, turnel del slow.

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Reluopter (CI) Much Inger than transport.
Rejears base;

sinded in The a pen Train loster Theo bject was the tran

The object as sighted 1. The Syect was in the dies: when furt seen. 2. It aspeared as a shadory object which slowly notated do it ascended, a The object was soud ad appeared like a partially suffaled ballon It had a light on the top there were serial light or gets on the orther edge. I the object moved upward world across the transforte than a jet 3 The object was deported to be about 36 ahead 1 the tram & crossed directly over at 900. The train mais moving at abot 30MPH. This would male the speciel the the about 60 MPH. Aren if only 100